

# Palmetto AVIATION

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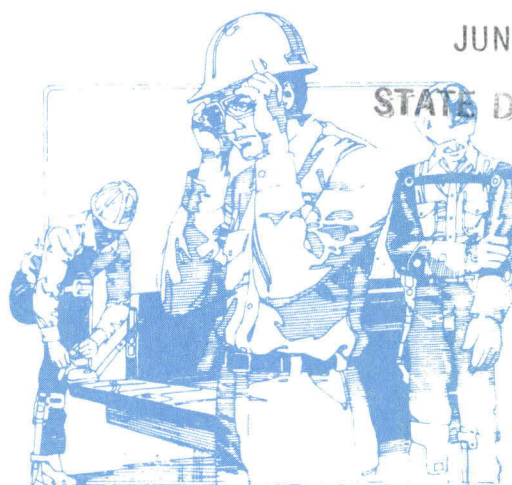
June, 1985

## Aeronautics Commission funds airport projects

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STATE DOCUMENTS



The South Carolina Aeronautics Commission recently approved more than \$136,000 in state funds for airport improvement projects around the state.

A grant of \$4,769 was approved for an environmental assessment report at the **Jasper County Airport**. The airport proposes to realign the existing 3,200 foot runway so it can be extended 500 feet. The new alignment will also lower noise levels over inhabited areas. The report is required before the project can begin. The total cost of the report is \$9,538. Half the cost will be paid for with state funds and half with local funds.

In another state and locally funded project, the Aeronautics Commission approved a grant of \$20,005 for installation of taxiway lighting at the **Greenwood County Airport**. The lights will be installed along a 4,000 foot taxiway parallel to runway 9/27. Total project cost is estimated to be \$50,000.

The Commission also participates in federally funded Airport Improvement Projects. Typically, the federal share is 90 percent of the total estimated cost and the state and local shares are five percent each.

The Commission recently approved three grants totaling \$25,800 for such a project at the **Florence City-County Airport**. Funds were okayed for an airport master plan study, drainage improvements and lighting upgrades.

The drainage improvements will correct the problem of standing water on the ramp and taxiways during heavy rainfall. Also, 15-year-old runway lights on runway 9/27 and taxiway lights on several taxiways will be rehabilitated. Total estimated cost of all the improvements is approximately \$494,000.

### Surplus aircraft offered for sale

The South Carolina Surplus Property Division is offering two aircraft for sale.

The aircraft are a C-118A (the military version of the DC-6) and a Lockheed D-18 Lodestar.

For details on the condition of these aircraft and a bid document, contact Tom Rayfield, State Surplus Property Manager, at 803/758-2626. ➔

For **Anderson County Airport**, the Commission approved a grant of \$3,200 for airport lighting work. The project will include installation of medium intensity runway edge lighting on runway 5/23, installation of miscellaneous airfield lighting cable and rehabilitation of the airport rotating beacon light. Total project cost is estimated at \$64,000. The federal share is \$57,600.

For **Beaufort County Airport**, the Commission recently approved \$59,464 as the state share in a \$432,000 project to build an aircraft parking apron, a stub taxiway and associated lighting, an automobile parking area, put up security fencing and install a new aviation fueling system.

For the **Greenville Downtown Airport**, the Commission approved a \$22,900 grant as the state share in a \$458,000 project to





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## Eighth Airports Conference set

The eighth Annual S.C. Airports Conference will be held this year at the Marriott's Hilton Head Resort on Hilton Head Island Nov. 13, 14, and 15. Mark your calendars now and plan to attend. ➔

## STATE TAX INVALIDATED FOR DISCRIMINATING AGAINST AIR CARRIER PROPERTY

by Henry M. Burwell\*

The Supreme Court of North Dakota ruled that the state's method of classifying and assessing airline flight property located in the state violated the federal law which prohibits unreasonable burdens and discrimination on interstate commerce. In this instance, Republic Airlines, Inc. and Frontier Airlines, Inc. challenged the state law which permitted a property tax of 10% of market value of air carrier property (*Northwest v. North Dakota*, 18 Avi. 18, 544 (1984)).

The court invalidated the tax under the Federal Aviation Act of 1958, Section 1113 which prohibits ad valorem taxation of air carrier

property at a rate which exceeds that which is applied to commercial and industrial property in the same jurisdiction. Under state law, with certain exceptions, including the Airlines, commercial and industrial personal property is exempt from personal property taxation. Therefore, the court held that the state law which basically exempted commercial and industrial property from personal property taxation while taxing airline property was discriminatory. Thus, the federal law which prohibits discriminatory taxes on interstate commerce preempted and displaced the state tax on air carriers. ➔

\* Mr. Burwell is a partner in the Greenville office of the law firm Barringer, Allen, Pinnix & Burwell

## Edgar C. Glenn, Pioneer Pilot, dies at 79

Edgar Charles Glenn Jr., recipient of the eighth pilot's license granted in South Carolina, died last month at 79.

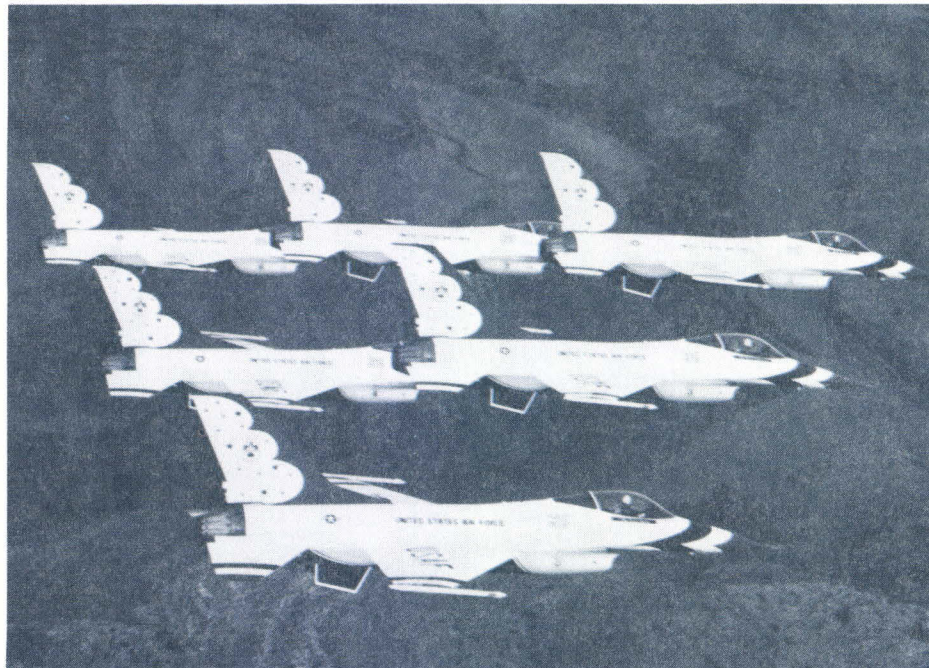
Glenn, who lived in Beaufort, had been president of Varnville Great Salkahatchie Cypress Co., Eagle Aviation Co. and Mid-State Distributors. He was a former chairman of the South Carolina Aeronautics Commission and vice-chairman of the South Carolina Wildlife Commission.

He was a U.S. Navy Pilot during World War II, achieving the rank of Commander. ➔

## FBO installs washing unit

Ramp 66, an FBO at Grand Strand Airport, North Myrtle Beach recently installed on "Aero Bath" aircraft washing unit for the convenience of aircraft operators in our area. The unit features both a high pressure wand and a soft bristled bubble brush each on a 60 foot hose. It is inexpensive, fast and effective and users have reportedly been happy with its performance. ➔





The USAF Thunderbirds will be the main attraction at Myrtle Beach Air Force Base's annual Air Show June 9, from 11 a.m. to 4 p.m.

## Thunderbirds to perform at Myrtle Beach show

More than 75,000 people are expected to visit Myrtle Beach AFB's annual Air Show June 9, a day filled with aerial demonstrations and displays.

This year's Air Show theme is "Saluting the Grand Strand," and aircraft from all four branches of the armed forces are expected to be on static display on the flightline.

Highlighting the day's activities will be the Air Force's premier aerial demonstration squadron, the Thunderbirds, flying their F-16 jets. The Thunderbird's appearance will be their 24th of 78 scheduled air-

shows for 1985. It will also mark the first appearance for the Thunderbirds at Myrtle Beach AFB since 1983.

Two of the many other activities at the air show will be an aerial demonstration by an A-10 Thunderbolt II close-air support aircraft and an air rescue demonstration by the base's aerospace rescue and recovery helicopter detachment.

Air Show '85 is a time when the base opens its gates to the entire Grand Strand community. It's held from 11 a.m. to 4 p.m. and is free and open to the public. ✈

## Winnsboro Airport now open

The Fairfield County Airport Commission is proud to announce that our airport at Winnsboro is now open seven days a week from 8:30 a.m. to 5:30 p.m. and after hours on call. We have 100 LL and it is very reasonably priced. Pilots are encouraged to stop in and enjoy plenty of good old southern hospitality. Thanks, FCAC ✈

### Breakfast Club



- June 16** Clemson-Oconee Airport, Clemson
- June 30** Woodward Field, Camden
- July 14** House Movers Field, Batesburg
- July 28** Daniel Field, Augusta, Ga.
- Aug. 11** Orangeburg Municipal, Orangeburg
- Aug. 25** Grand Strand Airport, N. Myrtle Beach (Don's Pancake House is host)

## PROJECTS

### *Continued from Page 1*

extend the runway 36 safety area, install taxiway guidance signs, realign taxiway lights, install drainage and repair pavement.

The Commission has also been involved in other ongoing projects for which funds have not yet been allocated or approved.

Work started at the end of May at **Marlboro County Airport** to rehabilitate a portion of the runway, to fix damaged pavement and correct drainage problems. The rotating beacon tower, which was damaged by high winds, will also be straightened and strengthened.

Work began May 20 at **Camden's Woodward Field** to remove and replace deteriorated drainage pipe. Brown Martin Co. was low bidder with a price of \$75,580.

**Hartsville Municipal Airport** has received a state grant of \$25,500 to clear up the runway approaches, rehabilitate the terminal building floor and relocate the VASIs and REILS.

This work is being done in conjunction with a federally funded Airport Improvement Project to overlay the runway, parking apron and taxiway.

**Continued Back Page**





Inprocessing of CAP members.



Crews flight



Refueling of aircraft by cadets.



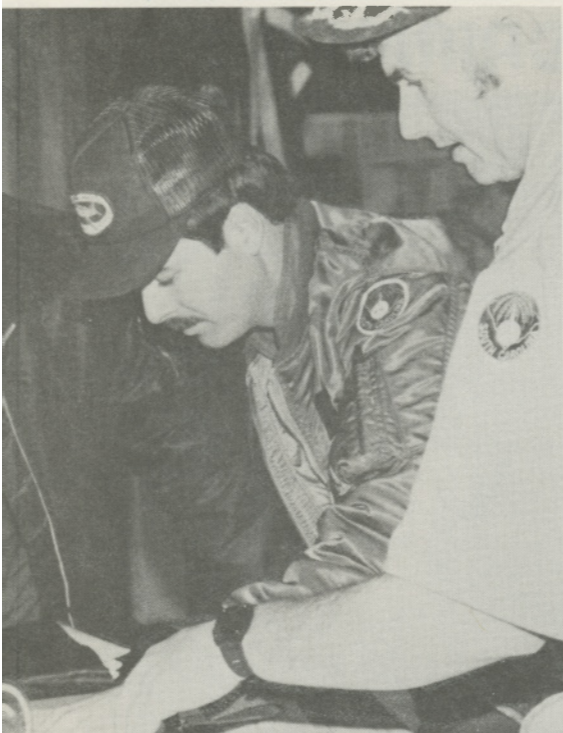
Preflight of



Communicating with airborne aircraft.

**S.C. Wing Civil  
search and  
evaluation**





ht planning.



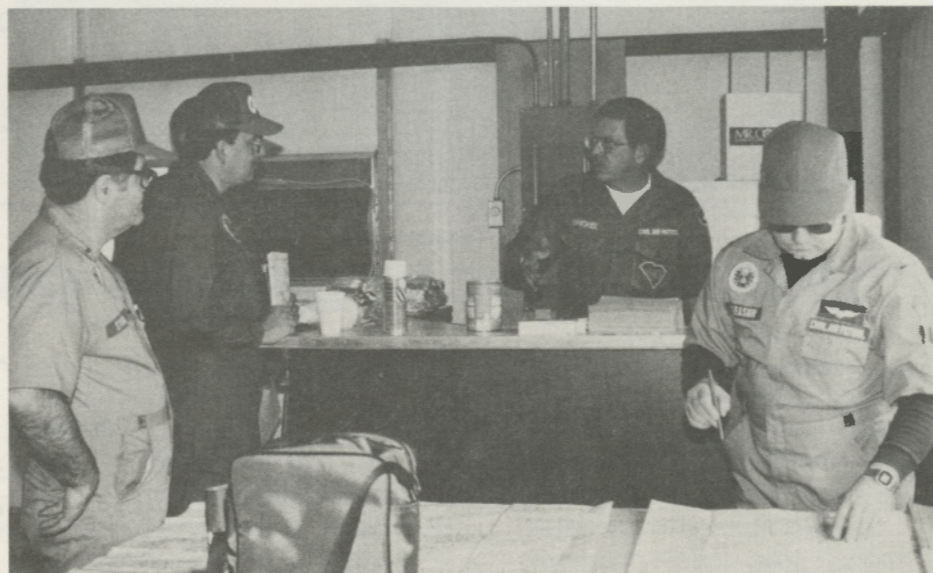
Setting up communications.



of aircraft.



Taxi out.



Final debrief.

**Civil Air Patrol  
rescue (SAR)  
n exercise**

The Federal Aviation Agency has announced that the Precision Approach Path Indicator (PAPI) will become the new standard for visual approach lighting systems, replacing the VASI.

The International Civil Aviation Organization (ICAO) has recommended that all international air-

The PAPI system was developed by the Royal Aircraft Establishment, which had earlier conceived the standard VASIS. Initially, PAPI was intended to be an accurate visual guidance for STOL operations, but trials soon confirmed it also was a significant improvement over VASIS for regular airport operations. Now years later the rest of the world is becoming convinced that PAPI is better than VASIS for the following reasons.

curate aiming point for the pilot. While the VASIS signal had to be abandoned 200' above threshold, the PAPI can be followed right to the touchdown.

VASIS told the pilot only that he was too high, too low or on course, PAPI gives the pilot some definition as to how far off course he is in the glide slope. (See the diagram below for the type of information the pilot can expect). This type of information is critical, especially in low cloud conditions or with the presence of a wind shear. ✈





## S.C. Wing CAP officers receive awards



Above, Col. William E. Hobson, S.C. Wing CAP, receives Wing Award for Best Sustained Efforts in Disaster Relief from Colonel Byron W. King, Jr., USAF.

Upper right, Col. Hobson receives individual award of Wing Transportation Manager of the Year for 1984 from B. Gen. William B. Cass, CAP, and Colonel John T. Massingale, Jr., USAF.

Right, Cap. William A. Walls, S.C. Wing CAP, receives individual award for First Runner Up in the Area of Logistics from Gen. Cass and Col. Massingale.

The awards were presented at the Middle East Region Conference in Charlotte on April 19, 20.



## N.C., S.C. hang gliding records broken

Joe Foster of Grandfather Mountain and John Lubon of Greer recently broke cross country hang gliding records for North and South Carolina.

Foster, who is chief hang glider pilot on Grandfather Mountain's exhibition hang gliding team, flew 63.2 miles from Grandfather Mountain

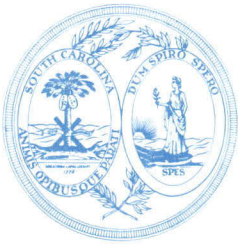
to the Mountain Empire Airport in Virginia, April 19.

Lubon, a mechanical and electrical engineer, launched from Glassy Mountain near Greenville on April 21 and flew 67 miles to the N.C. Forestry Center at Crossnore, N.C.

The men, both experienced

hang glider pilots, reported they reached altitudes of 11,000 and 12,000 feet during their flights.

Foster's American made glider is built by Sensor, while Lubon flew a glider manufactured by the champion French pilot, Gerard Thevenot. ➔



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## LAURENS CHALLENGE GRANT SPARKS \$120,000 EFFORT

The Laurens County Airport Commission has nearly completed a \$120,000 fund raising drive which has begun by a \$40,000 challenge grant.

According to Airport Commission chairman Tom Fisher, an "interested party" agreed to give \$40,000 to build hangars at the airport if the airport Commission could raise twice that amount on its own.

"We were just like everybody else," Fisher said. "We had an airport with no T-hangers and no maintenance hangar. The FBO couldn't make any money. We couldn't get any money from the county or the state since the hangars are a revenue producing project.

"We started with the challenge grant and worked all the industries and the county. We got some support there. We felt like we could raise \$20,000 from industry. Then I went to county council and approached council on matching \$60,000.

"We had prefaced that with a lot of good publicity. We had worked the press thoroughly and they were behind us 100 percent," Fisher said. "We did this over a four-month period and just kept pumping till we generated the interest to a point where I felt like I could go to county council and they would be hard pressed to turn me down.

"It worked. They came up with \$60,000 and that gave us a total of \$100,000. We have already received \$10,500 from industry and we have a pretty good promise for the other \$9,500," Fisher said.

Fisher said the Commission is 'specking out' the hangars now and hope to be under construction within 30 days. Six T-hanger and one maintenance will be constructed.

## PROJECTS

*Continued from Page 3*

The **Allendale County Airport** also received a state appropriation of \$75,000 to extend that runway 1,800 feet to a total length of 5,000 feet and to install a runway lighting system.

The new **East Cooper Airport** received a tentative allocation of \$1.1 million from the FAA for paving the runway, taxiway, parking apron and access road. The project will also include installation of runway and taxiway lighting, PAPIs, rotating beacon, lighted wind cone and segmented circle.

Finally, the Instrument Landing System (ILS) at **Donaldson Center**

Airpark runway 4 has been flight checked by the FAA and published in the Instrument Procedures Book.

The \$390,000 ILS was funded entirely with state and local funds, \$195,00 each. ➔

## Long Distance Management

Word has it that the Federal Aviation Administration (FAA) is contemplating shifting the Columbia Flight Standards District Office (FSDO) from the supervision of the Atlanta office to the Winston-Salem office.

The Aeronautics Commission feels the Columbia FSDO is large enough to warrant a manager on site. However, if Federal budget constraints absolutely preclude a resident manager then the commission feels the Columbia FSDO should continue under the supervision of the Atlanta office. At present, Atlanta has much better scheduled air service and is more convenient to reach than Winston-Salem.